

1792A  
EA-02-10

Dear Interested Citizen,

The Travis Tyrrell Seed Orchard of the Eugene District has completed the Environmental Assessment and Preliminary Finding of No Significant Impact (FONSI) for the Travis Tyrrell Seed Orchard Asphalt Paving located in Sec. 21, T 20 S., R 5 W. A copy is enclosed for your review.

Public notice of this action will be published in the Eugene Register Guard on Wednesday, February 13, 2002. The EA will also be available on the internet at <http://www.edo.or.blm.gov/nepa> if current internet access problems related to on-going litigation are resolved. The 30-day review period ends on March 15, 2002.

If you have any questions concerning this proposal, please contact Michael Crawford at 683-6445. Consider whether we have addressed the resource management issues and whether we have evaluated an adequate range of alternatives for meeting project objectives. Please submit written comments to me at the district office, by mail, or by e-mail at [m60crawf@or.blm.gov](mailto:m60crawf@or.blm.gov) by close of business (4:15 p.m.) on or prior to March 15. E-mail may not be available until current internet access problems related to on-going litigation are resolved.

Comments, including names and street addresses of respondents, will be available for public review at the district office, 2890 Chad Drive, Eugene, Oregon during regular business hours (7:45 a.m. to 4:15 p.m.), Monday through Friday, except holidays, and may be published as part of the EA or other related documents. Individual respondents may request confidentiality. If you wish to withhold your name or street address from public review or from disclosure under the Freedom of Information Act, you must state this prominently at the beginning of your written comment. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses and from individuals identifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.

Sincerely,

Julia Dougan  
District Manager

Enclosure

**UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
EUGENE DISTRICT OFFICE**

**ENVIRONMENTAL ASSESSMENT NO. EA-02-10  
Travis Tyrrell Seed Orchard Asphalt Paving**

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## **I. INTRODUCTION**

### **A. BACKGROUND**

This Environmental Assessment is for a Proposed Action to pave the access road and parking lots at the Travis Tyrrell Seed Orchard located in Section 21, Township 20 South, Range 5 West, Willamette Meridian, Lane County, Oregon, in the Eugene District of the Bureau of Land Management (BLM). The 832.5-acre orchard is located about three miles west of Lorane, Oregon in the upper Siuslaw River basin (Figure 1). The orchard is managed on lands that are closed to all public use per Public Land Order (PLO) 6662. The Proposed Action would occur in the summer of 2002.

The Travis Tyrrell Seed Orchard, hereafter called the orchard, was established in 1983 as a centralized tree seed orchard designed to provide genetically improved Douglas-fir seed for BLM's Coos Bay, Roseburg and Eugene Districts. The seed produced is genetically diverse and is well adapted for reforestation sites in western Oregon. In 1998, a cooperative agreement was initiated with ten private timber and seed companies. This has allowed the BLM to more cost effectively manage the orchard and make the existing genetic resources available to others.

Roads developed for the orchard in the early 1980's were constructed to minimum standards with respect to width, ditches, and depth of surfacing. Orchard road use and traffic has dramatically increased since this time, signifying a need to address access issues.

### **B. PURPOSE AND NEED FOR THE ACTION**

The purpose of the action is to improve access to the parking lot and main access road from the Siuslaw River Road to allow better entry to the orchard facility. The road receives considerable daily use for normal orchard operations, which includes use by orchard personnel, delivery vehicles, visitors, commercial forestry vehicles, contractors, and the movement of large-scale farm equipment. Cone production will increase in future years and extended use by contractors and orchard cooperators is anticipated. Cadore and Weyerhaeuser timber companies also use the road to access adjacent forest properties. The road and facilities have high visitor use. Orchard personnel provide year-round public outreach on orchard management and general forestry practices. They lead tours for various public groups and organizations that range in number from single individuals to groups as large fifty. A forest succession interpretive trail and picnic grounds, located directly south from the orchard office, are very popular with the public.

The access road and parking lot were chip sealed in the early 1990s. Periodic hot patching has preserved the surface, but heavy traffic on the road has deteriorated the surface, creating pot holes that make driving hazardous.

## **C. CONFORMANCE WITH LAND USE PLAN**

The proposed action and alternatives are in conformance with the Eugene District Record of Decision and Resource Management Plan (RMP)(Bureau of Land Management 1995), which states that seed orchards will be maintained and managed to produce seed as needed for ecosystem management projects (RMP, p. 263). Beyond this direction in the Forest Genetics Program appendix and the provisions in the Resource Program sections for Energy and Mineral, Land Tenure Adjustments, Rights-of-Way, Access and Withdrawals, the RMP does not apply to the Seed Orchard, which has been administratively withdrawn (RMP, p. 100).

The proposed action and alternatives are also in conformance with the Lorane Seed Orchard Development Project (EA-OR090-3-35), which directs the development and management of the Tyrrell Seed Orchard, and specifically included surfacing the road to the orchard site for public access (Lorane Seed Orchard Development Project EA, p. 6).

## **D. RELATIONSHIP TO OTHER PLANS AND ENVIRONMENTAL ANALYSES**

An Environmental Impact Statement (EIS) is currently being prepared to address Integrated Pest Management (IPM) practices for four BLM orchards located in western Oregon. This document is scheduled to be completed by 2003.

The orchard is an administratively withdrawn area and does not fall under the standards and guidelines of the Northwest Forest Plan (RMP, pp. 100).

Additional information is available in the Tyrrell Seed Orchard Access Asphalt Paving project analysis file. This file and documents referenced above are available for review at the Eugene District BLM office and at the orchard.

## **II. ISSUES**

### **A. ISSUES SELECTED FOR ANALYSIS**

The following issue was identified during development of the action alternatives:

Issue 1: *How will this paving application affect Coho salmon and other aquatic species?*

### **B. ISSUES NOT ANALYZED**

The impacts of the Proposed Action on the marbled murrelet were considered, but not analyzed. Since 1990, the Eugene District has performed seven, 2-year surveys for murrelets.

Six stations were placed in potential habitat in Sections 3 and 5 just to the north of the orchard. No murrelets have been detected. Potential habitat for murrelets was not found within the fenced perimeter of the orchard.

The affect on the northern spotted owl was also considered, but not analyzed because the surrounding dispersal habitat would not be affected by the paving of the access road. No dispersal habitat would be removed to pave the road. There are no spotted owl sites or unsurveyed suitable nesting habitat within a quarter mile of the paving project and noise levels would not rise above the ambient noise of the orchard and Siuslaw Road; therefore, the project would not disturb spotted owls.

The impacts of the Proposed Action and alternative on drinking water were considered, but not analyzed because there are no private domestic water sources adjacent to the treatment area.

### **III. ALTERNATIVES**

#### **A. PROPOSED ACTION: Application of asphalt paving material to the orchard access road and parking lots.**

A two-inch layer of asphalt would be applied to the access road and front and rear parking lots using a standard asphalt mix. The asphalt would be laid on top of existing chip seal or gravel. Hot mix asphalt is a combination of approximately 95% stone, sand, or gravel bound together by asphalt cement, a product of crude oil.

Approximately 38,500 square feet (ft<sup>2</sup>) of pavement would be laid on the 2,000 foot access road between the Siuslaw River Road and the property line between the Orchard compound and Weyerhaeuser Co. at the north end of Section 21. The road surface averages 15 feet in width. Several small turnouts would be paved to allow drivers an opportunity to safely pull off the main travel surface during periods of high volume traffic. There are four existing culverts on the access road. The culverts are in satisfactory condition, are performing as designed, and would not need replacement. No new culverts would be installed.

Approximately 10,000 ft<sup>2</sup> of surface grading and paving would be required for the front parking lot and adjacent aprons between the office and the picnic area. The parking area is 125 feet. x 65 feet in size. Grading would channel surface water away from the orchard office into a gently sloping second growth timber stand to the south. Currently, the parking lot maintains several inches of standing water after periods of rain. No additional grading would be required for the project beyond the parking area. Straw bales would be present on site in the event of unexpected rainfall to minimize erosion potential.

Approximately 4,500 ft<sup>2</sup> of paving asphalt would be laid on top of an existing gravel parking lot directly behind the office, providing a paved apron between the maintenance building and the cone storage building.

Noise impact during construction activities should be minimal and short-term. Paving is expected to be completed in one day. The use of a roller, asphalt spreader, and dump trucks should create no more noise than is typical for this agricultural facility.

## **B. ALTERNATIVE A: No Action**

The Tyrrell Seed Orchard would not perform application of asphalt to the access road, parking lot, or maintenance compound. Chip sealed surfaces would be periodically maintained to preserve their integrity. All other activities related to orchard management would continue as usual. Safety considerations would be put at risk due to pot holes and standing water in the parking lots.

## **C. MITIGATION MEASURES**

### **Regulatory Procedures**

- All applicable local, state, and Federal laws would be strictly followed.
- Asphalt would be applied within the prescribed environmental conditions stated in the contract.

## **IV. AFFECTED ENVIRONMENT AND ENVIRONMENTAL IMPACTS**

The following resources either are not present or would not be affected by the Proposed Action or any of alternatives: air quality, areas of critical environmental concern, cultural resources, prime or unique farmlands, Native American religious concerns, Wild and Scenic Rivers, wilderness, minority populations, and low income populations.

### **A. SOCIAL AND ECONOMIC ENVIRONMENT**

#### **1. Community Information**

The Tyrrell Seed Orchard is located in rural Lane County, about three miles west of Lorane, Oregon. The population of Lorane is about 300. Property in the vicinity of the orchard is a mix of rural residential, farmland, vineyards, and forests. The majority of the area within 1/4 mile of the orchard boundary is private timber land or federal land, with four residential, non-industrial private land owners on the southern boundary.

Lane County has a population of close to 315,000 on a land base of 4,620 square miles between the Pacific Ocean and the crest of the Cascade Mountain range. About fifty percent

of the county is under federal or state ownership. The Eugene/Springfield area, has a population of about 182,000 people and is the only large urban area in the county. The remaining population base is spread throughout small communities in the Willamette Valley and along major drainages (Lane County Government Online 2000).

The orchard currently employs five permanent full-time and two term-seasonal employees. In addition, private contractors provide labor-intensive operational work to the orchard.

## **2. Economic Information**

The orchard has an annual maintenance and support budget of about \$380,000. About one-third of the funding is provided by contributions from private cooperators.

## **3. Residences**

~~The administrative site at the orchard comprises an office, a warehouse/shop, a cone storage building, and a seed lab/kiln. There are no residences on the orchard grounds.~~ There are approximately three private residences and one cabin rental complex within one-quarter mile of the fenced orchard boundary, all of which are located on Siuslaw River Road. Their water sources are derived from either wells or springs, none of which are located on federal lands.

### **Impacts of the Alternatives on Social and Economic Conditions**

- a. **Proposed Action:** Although these alternatives would not have a substantial impact on the Lorane or Lane County area, they would have a positive impact upon the safe access and ease of movement for government workers, visitors, contractors, delivery personnel, and others to the orchard.
- b. **Alternative A (No Action):** This alternative would not have a substantial impact on the economic setting at the orchard or the local community.

## **B. RECREATION**

A forest succession trail lies outside the orchard boundaries. It begins at the office compound and follows a northeasterly direction into the southern portion of Section 15. The trail, which shows the stages of forest stand dynamics, is open to the public during business hours and is used by school groups, social organizations, and industrial tour groups. Except for the period of time when grading or paving is being done, recreational use of the trail would not be impacted by the Proposed Action.

## **C. HUMAN HEALTH**

The use of petroleum based products, such as hot mix asphalt, poses some degree of risk, with



the potential increasing for workers involved with handling, mixing and cleaning of equipment. The risk of an application of asphalt pavement, as described in the Proposed Action, causing negative consequences to the human health of orchard workers and the general public is expected to be negligible.

### **Impacts of the Alternatives on Human Health**

- a. **Proposed Action:** Hot mix asphalt, when applied in a molten state at temperatures above 175 degrees Fahrenheit, generates toxic fumes. The acute effects of asphalt fumes include irritation of the eyes and throat, headache, skin rash, fatigue, reduced appetite, and cough. Asphalt paving workers have reported breathing problems, asthma, bronchitis, and skin irritation. Skin and eye protection should be in place to avoid contact with hot asphalt.

The acute effects are primarily limited to asphalt mixing plant workers and paving workers. Hot mix asphalt is spread and compacted within minutes after being dumped into the hopper of a paving machine. It cools very rapidly after compaction, and fumes are quickly diminished. Once cool, the solid material is not expected to cause eye or skin irritation. No association has been established between industrial exposure to petroleum asphalt and cancer in humans. Because the possible health risks are basically limited to the paving contractor, the proposed action is not expected to cause any detrimental health effects to the public.

- b. **Alternative A (No Action):** Existing potholes and standing water would continue to pose a safety risk to human health. If left untreated, the road condition would continue to deteriorate over time, creating a greater risk to drivers who hit water-filled potholes, increasing the risk for loss of vehicle control. The lack of turnouts on the Orchard access road will pose a safety problem for drivers meeting delivery trucks, farm equipment, or loaded log trucks.

## **D. THE PHYSICAL ENVIRONMENT**

### **1. Water**

The climate affecting Tyrrell Seed Orchard is primarily influenced by the Pacific Ocean. In general, the area experiences cool wet winters and warm dry summers. Rainfall is light during the summer and follows frequent Pacific storm patterns during the late fall and winter period. The orchard elevation ranges from 800 to 1200 feet above sea level. Snow can fall during winter cold fronts.

The Tyrrell Seed Orchard is located within the Upper Siuslaw River (1700020601) fifth field watershed, located in the Mid-Coast Sub-Basin. The DEQ 303(d) 1998 List includes the Siuslaw River from the mouth to headwaters as water quality limited for summer temperature.

The project area is located on a ridge top over 300 feet from nearby streams. The area between

the streams and the project are buffered by either dense mature forest or managed orchard areas. The orchard access road junction is separated from the Siuslaw River by the paved Siuslaw River Road and farmland.

### **Impacts of the Alternatives on Water**

- a. **Proposed Action:** The greatest risk to water quality is the potential for runoff from the graded area between grading and paving. The combination of project timing (dry season) and over 400 foot densely vegetated buffer between the parking lot and a small perennial stream makes it very unlikely that sediment from grading activities could enter the channel. Straw bales will be on site in the event of unexpected rainfall and erosion.

Road drainage will remain the same with most runoff being directed into the adjacent forest and absorbed by the forest floor. Runoff from the lower section of the road may enter a small ditch in the north side of the Siuslaw River Road.

- a. **Alternative A (No Action):** This alternative would have no impact on the water resources of the Siuslaw River Basin.

## **2. Soils**

### **Impacts of the Alternatives on Soils**

- a. **Proposed Action:** There would be no direct or indirect effects to on-site soils beyond what exists currently. The loss of long term soil productivity happened at time of initial construction when surface organics were removed and the area compacted. Soil infiltration and water storage capabilities were also lost when the acreage was committed to permanent roadway. The paving action constitutes an irreversible loss of productivity on these acres for the long term. This effect would persist for the life of the road and beyond. Road obliteration would be very costly and full productivity would not be recovered.

Paving would have the direct effect of reducing erosion from road surfaces during active rainfall, thereby reducing the potential for sediment delivery to waterways through either overland flow or via ditch systems. In this way, the proposed action would improve water quality over the current condition. This effect would be localized and not detectable at the watershed scale. There would be no cumulative effects to soils and water quality from the proposed action. Some erosion from graded surfaces could be experienced during implementation. This effect would be short term and localized. Effects to water quality would be minimized by the use of straw bales.

- b. **Alternative A (No Action):** This alternative would have no impact on the soil resources of the Siuslaw River Basin.

## **E. THE BIOLOGICAL ENVIRONMENT**

### **1. Fisheries**

#### **Impacts of the Alternatives on Fisheries**

- a. Proposed Action:** No stream crossings or hydrologic connections are included in the area to be paved under the proposed action. No impact is expected to aquatic habitat or aquatic organisms from paving. The proposed action for coho salmon, critical habitat and essential fish habitat is covered under the programmatic biological opinion for coastal coho salmon issued by the National Marine Fisheries Service, issued June 4, 1999 and re-issued December 21, 2001.
- b. Alternative A (No Action):** This alternative would have no impact on the fisheries of the Siuslaw River basin.

### **2. Wildlife**

Second growth forest surrounds the road and is adjacent to the parking area. The forest is expected to be used by deer and inhabited by birds, small mammals, amphibians, mollusks and other invertebrates.

#### **Impacts of the Alternatives on Wildlife**

- a. Proposed Action:** No habitat for any forest wildlife species would be affected because no habitat would be lost; the road to be paved already exists. The noise from the paving would be similar to that produced by vehicle traffic on the Siuslaw Road and driveway but would be more concentrated. Some species might be disturbed by the noise during that day but are not expected to abandon the forest stand because of it.
- b. Alternative A (No Action):** This alternative would not have an impact on the wildlife at the Seed Orchard or the surrounding forest stand.

### **3. Botany**

#### **Impacts of the Alternatives on Botany**

- a. Proposed Action:** No botanical habitat would be lost or negatively affected by paving, since the road and parking lot are already in place. A periodic inspection of the affected road edge for noxious weeds should be planned, and control measures implemented should unwanted vegetation occur.
- b. Alternative A (No Action):** This alternative would have no botanical impact to the orchard or the surrounding forest stand.

## **V. CONSULTATION AND COORDINATION**

### **A. Public Participation**

This EA will be mailed to the following list:

Craig and Cindy Royce, Lorane, OR  
Bruce Lesan, Springfield, OR  
Sandra Rhodes, Lorane, OR  
Mark and Joyce Gorham, Veneta, OR  
John and Barbara Robinson, Lorane, OR  
Larry Hibbard, Manson, WA  
Albert Goins, Lorane, OR  
Jeffrey and Shelly Corl, Lorane, OR  
Pacific Rivers Council, Eugene Or.  
Sierra Club - Many Rivers Group, Eugene, OR  
Lane County Lands Department, Eugene, OR  
Ira and Barbara Dare, Lorane, OR  
Norman and Sandra Maxwell, Lorane, OR  
Roy and Kathlyn Smith, Cottage Grove, OR  
Weyerhaeuser Co., Tacoma, WA  
Bertha Fitch, Harrisburg, OR  
Melveena Keep, Lorane, OR  
Oregon Natural Resource Council, Eugene, OR  
National Coalition for Alternatives to Pesticides, Eugene, OR  
Oregonians for Food and Shelter, Salem, OR  
Willamette Industries, Inc., Portland, OR  
Ronald and Marla Norton, Lorane, OR  
Ann Mathews, Eugene, Or  
Charles and Reida Kimmel, Eugene, OR  
Craig Tupper, Eugene, OR  
American Lands Alliance, Eugene, OR  
Harold Schroeder, Eugene, OR  
John Bianco, Creswell, Or  
Kris and John Ward, Eugene, Or  
Neil Miller, Eugene, Or  
Cadore Timber Co., Eugene, Or  
Bruce and Sharon Malcolm, Lorane, Or  
Kalapooya Sacred Circle Alliance, Springfield, OR  
Confederated Tribes of Coos, Lower Umpqua & Siuslaw Indians, Coos Bay, OR  
David Simone, Eugene, OR  
Governor's Forest Planning Team, Salem, OR  
Jan Wroncy, Eugene, OR  
John Poynter, Lorane, OR  
Lane County Land Management, Eugene, OR  
Oregon Department of Environmental Quality, Portland, OR

Oregon Department of Fish and Wildlife, Springfield, OR  
Oregon Department of Land Conservation and Development, Salem, OR  
Peter Saraceno, Eugene, Or  
Oregon Department of Forestry - Western Lane District, Veneta, OR  
Pam Hewitt, Marcola, OR  
Sondra Zemansky, Junction City, OR  
Pam Chenoweth, Lorane, OR  
Wildlife Management Institute, Bend, OR  
James Johnston, Eugene, OR  
Western Environmental Law Center, Eugene, OR

## **B. List of Preparers**

The Proposed Action and alternatives were developed and analyzed by the following interdisciplinary team of BLM specialists:

Alison Center	Wildlife and Threatened and Endangered Species
Mary D'Aversa	Hydrology
Rudy Wiedenbeck	Soil Scientist
Neil Armantrout	Fisheries
Nancy Brian	Botany
Michael Crawford	Forester (Author)

## **VI. FIGURES**

This section contains figures referred to throughout the document. The following figures are included:

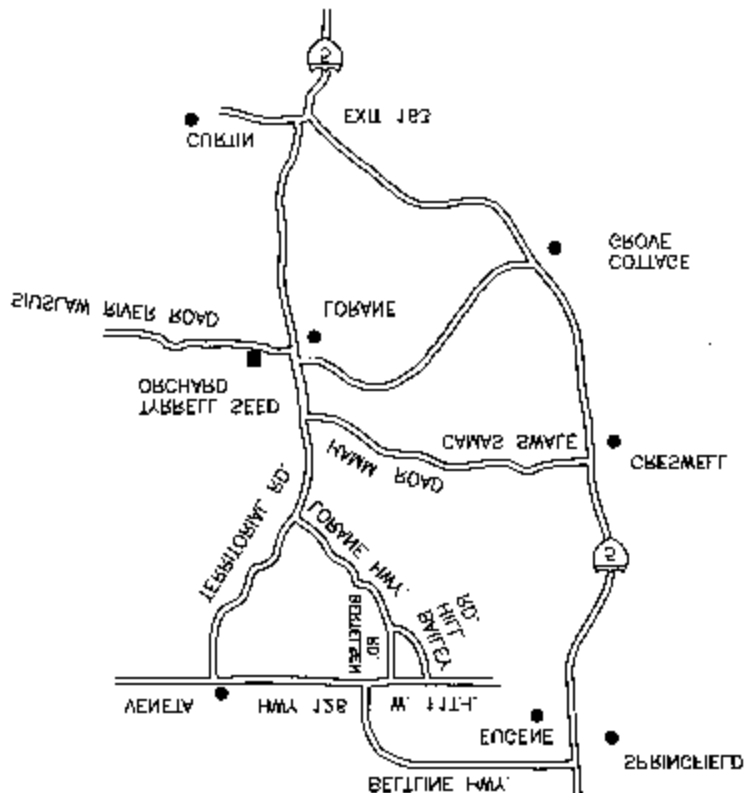
Figure 1      Travis Tyrrell Seed Orchard Vicinity Map

Figure 2      Travis Tyrrell Seed Orchard Detailed Asphalt Treatment Area - Proposed Action

## Figure 1: TRAVIS TYRRELL SEED ORCHARD VICINITY MAP

U.S. Department of the Interior  
Bureau of Land Management  
Eugene District  
Travis Tyrrell Seed Orchard  
26350 Siuslaw River Road  
P.O. Box 121  
Lorane, Oregon 97451

Telephone: (541) 683-6445  
FAX: (541) 683-6597



**From Eugene:** Take West 11<sup>th</sup> and turn south on Bertelsen (which turns into Bailey Hill Road and then Lorane Highway) and proceed 12.5 miles. Turn left on Territorial Road and continue for 6 miles to Lorane. Turn right onto Siuslaw Road and travel 3 miles to orchard, which is on the right.

**From I-5 North:** Turn off I-5 at Creswell Exit 182 and turn right. Travel west 10.5 miles through Creswell to Camas Swale Road, which turns into Hamm Road. Turn left on Territorial Road and continue 5.5 miles to Lorane. Turn right onto Siuslaw Road and travel 3 miles to orchard, which is on the right.

**From I-5 South:** Turn off I-5 at Curtin Exit 163. Turn right and travel 1 mile. Turn right at Lorane sign and go 9 miles to Lorane. Turn left onto Siuslaw Road and travel 3 miles to orchard, which is on the right.

**From Cottage Grove:** Proceed west on Main Street. This will turn into Cottage Grove-Lorane Highway. Go 12.5 miles. Turn left in Lorane onto Territorial Road. After approximately 300 feet turn right onto Siuslaw Road and go 3 miles to the orchard, which is on the right.

**Figure 2: Tyrrell Seed Orchard  
Detailed Asphalt Treatment Area  
Proposed Action (Shaded Area)**



## VII. REFERENCES CITED

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USDI Bureau of Land Management. 1995. Record of Decision and Resource Management Plan. Eugene District, Eugene, Oregon



**UNITED STATES DEPARTMENT OF THE INTERIOR**  
**BUREAU OF LAND MANAGEMENT**  
**OREGON STATE OFFICE**  
**EUGENE DISTRICT**  
Preliminary  
Finding of No Significant Impact  
for  
Travis Tyrrell Seed Orchard Asphalt Paving  
Environmental Assessment No. EA-02-10

The Eugene District of the Bureau of Land Management (BLM) has analyzed a proposal for asphalt paving at the Travis Tyrrell Seed Orchard in an environmental assessment (EA OR090-02-10). The Tyrrell Seed Orchard is a centralized tree seed orchard designed to provide genetically improved Douglas-fir seed for BLM's Coos Bay, Roseburg and Eugene districts and for ten private timber and seed companies. The purpose of the action is to improve access to the parking lot and main access road from the Siuslaw River Road to allow better entry to the orchard facility. The EA considered a Proposed Action (Application of asphalt paving material to the orchard access road and parking lots), and Alternative A (no action).

A summary of the environmental effects (as discussed in the EA) follows:

- The Propose Action would have no significant impacts on social and economic environment in the region or the locality (EA, pp. 4-5).
- The EA analysis concludes that the application and mitigation measures would insure that the Proposed Action would have a negligible effect on public health and safety (EA, pp. 5-6).
- There are no unique characteristics, such as prime or unique farmlands or wild and scenic rivers within the project area (EA, p. 4).
- Impacts on the quality of the human environment would not be highly controversial.
- There are no highly uncertain, unique, or unknown risks involved.
- The Proposed Alternative would involve only a single asphalt application and would not establish any precedent for future action (EA, p. 3-4).
- The EA analysis considered cumulative impacts and did not identify any that might be significant (EA, pp. 6-8).
- There are no known cultural resources within the project area (EA, p. 4).

- The Proposed Action is covered under the programmatic biological opinion for coastal coho salmon issued by the National Marine Fisheries Service, issued June 4, 1999 and re-issued December 21, 2001. The EA analysis concluded that no impact would be expected to aquatic habitat or aquatic organisms from paving (EA, pp. 8).
- The Proposed Action would not violate Federal, State, or local law requirements imposed for protection of the environment.

Determination:

On the basis of the information contained in the EA, and all other information available to me, it is my determination that implementation of the Proposed Action would not have significant environmental impacts not already addressed in the *Eugene District Proposed Resource Management Plan/Environmental Impact Statement* (November 1994), and the *Eugene District Record of Decision and Resource Management Plan* (June 1995), with which this EA is in conformance, and does not, in and of itself, constitute a major federal action having a significant effect on the human environment. Therefore, an EIS or a supplement to the existing EIS is not necessary and will not be prepared.

Approved by: \_\_\_\_\_ Date \_\_\_\_\_  
 Julia Dougan  
 Eugene District Manager